

Menzies in the pose we often see at the field photo Garry Welsh

ANNUAL GENERAL MEETING Notice is given to all Members that the Annual General Meeting of Warringah Radio Control Society Inc. will be held on Tuesday, 27th June 2006 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.

NEXT EVENT SCALE DAY Sunday, 28 May 2006 Classes: Military, Civil, both Small and Large Scale. Scale helis welcome THIS IS A FUN EVENT WITH SAFETY PARAMOUNT **Competition Directors - Mark Rickard and Kerry Smith** Tom Sparkes has agreed to be the Competition Co-ordinator for 2006. The events are conducted by the Competition Directors as advised, with Tom co-ordinating and helping. If you have any enquiries about the competitions, please ring Tom on: 0419 977 613 If prevailing weather conditions make you uncertain as to whether the event is being held or postponed, please check this Website on the morning of the event. THE HISTORICAL RESTORATION

the Society in recognition of the outstanding restoration of the Super Constellation. In recent years, HARS significant growth in aircraft acquisitions has required the Society to seek a more permanent facility capable of expansion to house its aircraft. From November 2002, HARS operations relocated to The Illawarra Regional Airport, Albion Park Rail. The Illawarra Regional Airport is an ideal location that allows the Society to establish a world class Flying Museum. The first stage of this museum is now reaching final completion with the building of a 50m x 60m (clear span) hangar to house selected aircraft, crew and ground support headquarters and storage. Australia has been in the forefront of Aviation from the very beginning. Australians have pioneered the longest routes in the world. Six of the seven oceans and seas were first conquered by Australian Airmen. Yet as a

nation, we have virtually ignored the preserving of any aircraft, particularly civil and general aviation from the

There are virtually no civil jet or turbo powered examples left. Post war civil aircraft such as the Fokker F27's, F28's, Vickers Viscounts, Douglas DC4's, DC6 & 6b's, Boeing B727's and Convairs are only memories yet these were the carriers that brought the people of our Nation closer together. This, is what HARS intends to

FAIL-SAFE RECOVERY??

(This article is referenced from the HARS Website at: http://www.hars.com.au)

SOCIETY (HARS) Members of WRCS were lucky enough to have the Vice President of HARS, John W.

Brooker give a presentation, including video footage and photographs, at our April monthly meeting. HARS was formed in 1979 by a group of aviation enthusiasts interested in the preservation of Australian Aviation

Members virtually traversed the Australian continent in search of aviation artefacts. Of significant importance was the recovery in the early eighties of two Beaufighter airframes from North Western Australia and one was exchanged for a Lockheed Super Constellation, after the Beaufigher had been restored by the Society (the Beaufighter now resides in the United States Air Force Museum in Dayton, Ohio). The Super Constellation, affectionately known to all as 'Connie' is the pride of the HARS fleet and makes many appearances at events

industry. It has been said that behind Qantas the Society has the largest aviation skill resource in Australia. Since 1991, HARS has achieved significant milestones in its endeavours to preserve Australias Aviation

The International Guild of Air Pilots and Air Navigators awarded the 1997 Grand Master's Australian Award to

History.

across the country every year. The Society actively encourages the recruitment of specialist people from within the aviation industry who were interested in the preservation of

historical aircraft. The result is that there

members, their licences cover virtually all of the skill sets recognised by the

are now over 70 licensed aircraft engineers out of a total of 305

forties to the eighties.

address.



At the end of the Combat Comp Mark Ter Laak demonstrated his "Fail Safe Recovery" system.

April Caption Winner

I know I left it here

somewhere!!!!

CAPTION COMP APRIL 2006 ENTRIES

(poignant but disqualified as too long)

theme received second in time to the winning entry)

"That's the last time I tell anyone about the spare paddock!!"

"I know I left it here somewhere!!!!" - WINNER (earliest received with that theme)

"Dear Mr. Sydney Airport Corporation, I know that space utilization is important with the new

retail expansion, but it is very difficult to get one out of the middle. .. Yours etc., Qantas" -

"Don't you hate the Easter Show?? Now where did I park that thing!!" - (entry on the same

"How do I know which one is the least stuffed? Just pay the man and tell HARS that it's the

Editor

Colin Simpson

Colin Simpson

Tom Sparkes

Brian Porman 1

Brian Porman 2 only one they had"

Part 2

May Caption - Just for Fun!

Here is a picture downloaded from the Internet (credit to whoever took it) which lends itself to a caption ... so how about contributing one! (Please keep the caption short to fit legibly into the available bubble ... about 10-

Send your entry to the Editor by email to editor@wrcs.org.au by 22nd May and the winning entry will be

Is Dean Schuback having a one sided chat with his new Yak 54?? Should it be called a "Yakkety Yak Yak"??

published next month.

THE LIFE SUPPORT A man and his wife were sitting in their living room watching the TV News. There was a story about someone who had been injured and was on life support. The man turned to his wife and said: "Just so you know, I never want to live in a vegetative state, dependent on some machine and fluids from a bottle. If that ever happens, just pull the plug." "OK" said his wife. She got up, unplugged the TV and threw out all his beer.

"Sweetheart, I'm sure the pilot said, 'Row 973, Bay 379' — —Didn't he?"

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Simon Press recently competed at the Canberra Classic Scale Rally and won second and third with the Texan and Lightning respectively in >80' class, and won the perpetual trophy for the year with the Texan. Thanks to Mark Rickard there is now a metal post driven into the ground at the extreme ends of the field. Now when you want to put out the bungee for your glider you just walk out and clip it on - neat and easy. 2 days after being presented with his Bronze Wings, perennial former student pilot Tom Wolf arrived at the field in suit and tie. Was he trying to establish a new dress code?? NO!! Having got his new-found freedom to fly solo he didn't want to waste a minute and came to Belrose straight from work in the City. And speaking of TW, OUCH!!! In a moment of blondeness he disregarded the fact that four-strokes have their needle valves on the other side of the engine and tangled his knuckle with a prop. Four stitches now act as a reminder. RED FLAG '06 by Simon Press After the presentation in February 2005 about air-to air refuelling by Vic Cramer I thought I'd show what the RAAF does in the same field. Here's an account of a recent deployment, for those that need to know the fine details, No.33 Sqn is the RAAF's tanker unit and operates 4 ex-QANTAS B707's, three of which are modified with wing tip pods for air-to-air refuelling. These pods house the hose and drogue for probe equipped aircraft to plug into for refuelling, the probes on the Hornets are retractable so it doesn't interfere with its high speed flying. Recently we supported a Hornet contingent to the US to participate in Exercise Red Flag, one of the biggest fighter camps held in the world. For us, this involved flying 2 tankers to Travis AFB and a cargo aircraft to Las Vegas for the return tanking legs. The 2 tankers took off from Travis, 2 hours east of San Francisco to rendezvous with 7 Hornets which took off from Nellis AFB near Las Vegas en route for Hawaii. One tanker can only support 3 Hornets, but two was enough for the job. The weather had to be good at the departure and arrival destinations and all aircraft had to be serviceable otherwise the plan wouldn't work. Fortunately all worked out well and the fleet took off. The way it works is that the tankers take off with a two minute split, and the Hornets take off all together, we met up over the West Coast and the first tanker starts to commence the brackets (a bracket means that each Hornet in sequential turn fills up), this is the approved method of tanking. As each Hornet cycles through it is given an allocated amount of fuel. The first tanker did this four times and then broke off from the formation and returned to the US, the second tanker then took over and dragged all the Hornets into Hawaii. In the meantime the first aircraft fuelled up and made its own way to Hawaii. After a day off (due to time zone changes) the whole procedure happened again, flying from Hawaii to West Samoa. Unfortunately our luck had to run out somewhere, and it was in West Samoa. The weather forecast the night before departure forecast that we wouldn't be able to land at the diverse fields with the required fuel for the Hornets and us, so we had to delay a day. Upon departure we had to leave with a minimum of 4 Hornets, as it happened one had problems starting, so we left 3 Hornets and a tanker behind. Our formation took off with our tanker offloading all available fuel before breaking off to Noumea to refuel. At that point all the Hornets in the formation proceeded home by themselves. It took another 2 days and an engine change for the Hornet that didn't want to start before the last part of the contingent left West Samoa, but with only 3 Hornets they all made it home directly. The whole time the cargo 707 made its own way back from the US. In all, 3 x 707's, 7 x FA-18's and 1 x C130J took part in the Australian deployment to Red Flag '06, this story will give you an idea of how much behind-the-scenes support is needed for our frontline fighters to participate in overseas exercises. I am sure that many of you will have questions (and plenty of them), so just ask me next time you see me. And if you wish to see more photos please visit the Website UNBELIEVABLE!! Airliners Landing with Shortened Wings On March 5, 1973. an Iberia DC-9 (Flight 504), collided with a Spantax Convair CV-990 (flight BX400) near Nantes, France. The CV-990 lost an outboard portion of its left wing and managed to carry out an emergency landing at Nantes. The DC-9 lost control and crashed. On June 28, 1965, Pan Am Boeing 707 (flight 843) experienced an explosive disintegration of the third stage turbine disk of the No. 4 engine. The accident occurred shortly after takeoff from San Francisco, at an altitude of about 800 feet above the ground. Disintegration of the turbine disk was followed by a fire in the No. 4 engine area and an explosion in the outboard reserve fuel tank. The No. 4 engine and approximately 25 feet of the right outer wing separated from the aircraft. The fire was extinguished and a successful emergency landing was accomplished at Travis Air Force Base, California, with no injuries to the 143 passengers or 10 crewmembers aboard the flight. Boeing officials later said the 707 was not designed to fly with so much of a wing gone, and they were amazed the jet hadn't crashed. There's a fairly well-documented case of a DC-8 landing safely despite losing about 6 metres of its port wing and the outboard engine after encountering clear-air turbulence over Colorado about a decade ago: NEW AT THE FIELD Part 1 David Foster's AT-6 Texan racer all ready for the Scale Air Races at Shepparton in May. CM Pro ARF, OS120AX power, Brisson Muffler, **Eurokit pneumatic** retracts. Automotive 2-pack acrylic paint. Hitec 645MG servos, weighs 6.45 kg. MARINES Prop is APC 16x6 to

slow down sufficiently for landings at our field. Normal race prop is

Photos: Garry Welsh

Prize won by: Colin Simpson

15x10.

close to the field to parachute in then it is easier to fly the model back in even on a deadstick. COLUMN 9.9 (incl. GST) People take some strange tools and spares when they go flying but why does Grant Furzer bring a golf ball in his flight-box? Speaking of Mr F, his engine gave a loud PHUUTTT while starting at the Combat Day. Three of the four engine backplate screws had fallen out and the last one decided it would give way too! David Pound has a variation on the plane restraining equipment – 2 red plastic chairs in front of the wings – that doesn't quite meet the requirements Dave!

MEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGSMEETINGS The next meeting will be held on Tuesday, 9th May 2006 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. The next meeting after that will be the ANNUAL GENERAL **POSITIONS VACANT** At the upcoming Annual General Meeting on 27 June 2006 all positions on the Committee will become vacant, some of the present Committee members have indicated that they will not seek reelection!! It is time for each and every Club Member to give serious consideration to joining the Committee in one of the following positions: **President** Vice President Secretary Registrar & Treasurer **3 Committee Members** Nominations must be in writing, forms are available from the Secretary, contact Brian Porman on 9488 9973 or from the President, contact Colin Simpson on 9419 6351 ETIQUETTE by Mike Minty Etiquette is defined in the Cabinet Dictionary for 1871 as "System of rules and observances for behaviour in society; conventional decorum" which still seems appropriate 135 years later. In other words, the grease to keep things running smoothly. So a reminder of the use of the Transmitter Pound. When you get to the field put your Tx in the pound and make sure it is always there and SWITCHED OFF when Make sure your key has your name clearly written on it and is in the slot while the Tx is in use, and removed Remember the 20 minute rule – when there is more than one person on a frequency limit your time to 20 minutes so everyone gets a fair share. The 20 mins includes all checking, set up, tuning time or whatever else you want to do NOT just your time in Speaking of setting up, the tables are for that purpose, not for parking. So when you have assembled your model and are ready to fly, put the plane on the ground and let someone else "set-up". Follow those simple rules and everyone gets a fair, and safe flying day. AN ELECTRIC W*R*A*M (W*R*A*M = Warringah Radio Aero Modeller) David Leitch has been R/C flying for about 4 ∕ears. He enjoys nearly anything with an electric motor from thermal gliders, to fast gliders, to 3D sports plane and even a bit of pattern when there is time. He says that helicopters may represent a future frontier.. David spends time every day trying to fly something, to the point where (and this is hard to believe), his better half wishes David would go back to playing the guitar. David has been seen at the field with his Espada R from Jaro Muller It has a 3.1 metres wingspan, a Hacker B50 6L carbon case motor with 6.7 gearbox and 17x13 prop. The battery is 12xgp2200, all up weight around 2.7 kilos. The motor run time is about 40 seconds, sufficient for around 20 minutes flying in still air. The glider version is used as an F3J or F3B plane, ilts controls are ailerons, rudder, flaps and all moving horizontal stab. As with all of these open class F3J gliders the construction is fully molded. That is a mold is made, the material layup (kevlar carbon, spar paint or gelcoat) goes in the mold and then its sealed tight and under pressure to dry. David's particular model is made in Slovakia. David tells us that ilf you go to an F3J competition you will see 30-40 similar gliders, the glider version is around 1.9 kg. By the way, did you know that the current F3J world champion is David Hobby, an Australian? And that we have another flyer Carl Strautin arguably in the world's top 10.

Newsletter - May 2006 A jovial David